Draft

Bedford Highway Detailed Area Plan

Recommended by:

Planning Department
City of Halifax
October 1983

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ACKNOWLEDGEMENT

This draft Bedford Highway Detailed Area Plan has been developed by Planning Department staff in consultation with citizens interested in the area. In its present form, however, it represents only the views and recommendations of the Planning Department.

Interested official bodies and the public will, of course, be given ample opportunity to review and comment upon its contents and recommendations before the Planning Advisory Committee. Thereafter, the plan document will be revised as necessary and the proposed amendments to the Zoning Bylaw finalized prior to their presentation for formal adoption to City Council. The input of interested citizens to this point is gratefully acknowledged.

Richard J. Matthews,
Director of Planning

/am(5)

PREFACE

The Bedford Highway Detailed Area Plan document reflects the detailed area planning process for the Bedford Highway, followed to date by the City of Halifax in accordance with the provisions of the City's Municipal Development Plan and the Nova Scotia Planning Act.

Part I includes the Title and Authority, a brief description of the Municipal Development Plan context, and a summary of the area planning process to date.

Part II constitutes the Detailed Area Plan proposed for adoption by Halifax City Council and thereafter for approval by the Minister of Municipal Affairs pursuant to the Nova Scotia Planning Act. Part II is officially titled "Section____" as it is proposed as an amendment to the Municipal Development Plan, setting out detailed objectives and policies for the Bedford Highway Area.

Part III contains a summary of proposed changes to the Zoning Bylaw that are required to achieve the detailed objectives and policies of the Plan. These proposed amendments are presented in outline form and the language will be refined and detailed prior to actual incorporation in the City of Halifax Zoning Bylaw.

1. TITLE AND AUTHORITY

Part II of this document and the text and maps, plans, and diagrams contained therein shall be known as Part II, Section ____ of the Halifax Municipal Development Plan entitled the Bedford Highway Detailed Area Plan.* This section has been prepared pursuant to the provisions of the Planning Act, Chapter 9, RSNS, 1983.

Part II, Section ____ of the Municipal Development Plan, the Bedford Highway Detailed Area Plan, was prepared by the City of Halifax and was adopted by the Council of the City of Halifax in its meeting of ....., 1983 A.D., in accordance with the provisions of said Act and was approved by the Honourable ..... Minister of Municipal Affairs, on the ..... day of ....., 1983 A.D.

2. MUNICIPAL DEVELOPMENT PLAN CONTEXT

2.1 Procedural Elements

The Bedford Highway Detailed Area Plan is prepared under a mandate established by the City through its adoption of the Municipal Development Plan, Part II, Section II, Policy 1.5, which states:

> Policy 1.5 The City shall prepare detailed area plans for predominantly unstable neighbourhoods or areas. The priorities and procedures by which the City shall prepare these plans shall conform to the official City report entitled "Areas for Detailed Planning" and subsequent amendments which may be made by the City thereto, as set forth in Part III, Section I of this document.

The Bedford Highway area is identified in the Municipal Development Plan in Part II, Section II, Policy 1.5.2., which policy sets out a more specific official mandate for preparation of the detailed area plans:

> Policy 1.5.2 For the areas identified below and on Map 3, the City should prepare detailed area plans, adopt them, and submit them to the Minister as amendments to this Plan.
>
> 8. Bedford Highway Area.

The area covered by this Plan is shown on the map under "Area Definition" in Part II below.

* The language of the present plan is used in this document but will be altered to conform to the Planning Act of 1983 when a comprehensive revision of the Municipal Planning Strategy is completed.

2.2 Policy Context

The Bedford Highway area defined for this planning process contains lands calssified in a variety of different land use designations on the Generalized Future Land Use Map of the Municipal Development Plan (MDP Map 9). Substantial portions of the area are designated "Residential Environments", "Commercial", "Institutional", and "Industrial"; and a small area is designated "Community Facilities". In each of these areas the corresponding policy set of the MDP has priority and this has been taken into consideration in the planning process, although planning considerations have resulted in changing the designation of some lands. As well, the policy sets of the MDP as a whole establish an overall framework in which this detailed area plan has been developed.

2.3 Detailed Area Plan Structure

As noted above, Part II of this document comprises the proposed plan. It does not include those housekeeping amendments required to incorporate the Bedford Highway Detailed Area Plan into the body of the Municipal Development Plan. These generally include amendments to Part II, Section II of the MDP (e.g., deletion of reference to the Bedford Highway as an area for detailed planning), and amendments to the Implementation Policies.

3. PLANNING PROCESS

The Bedford Highway detailed area planning process began with a public meeting on March 21, 1983. Further public meetings have been held during the subsequent three months leading to the preparation of this draft Detailed Area Plan. These meetings were held in order to inform citizens of the planning process and its objectives, and to hear their concerns.

Based on this consultation, a preliminary draft of the plan that forms Part II of this document was prepared and presented to citizens in late May. The draft was discussed at two public meetings. The input from these meetings has been taken into consideration as well as internal review by staff in redrafting the plan for this presentation.

This plan is presented at this time for further consideration by the public. Before the plan proceeds to the Planning Advisory Committee (PAC) it will be further revised on the basis of this consultation. When the PAC has officially received the Plan recommended by staff, it will hold a further public meeting to hear representations on the plan and will then refer it to a sub-committee comprised of Aldermen and PAC members for detailed review.

This Sub-Committee will review the plan and recommend any changes it sees fit to PAC. From PAC the plan is recommended to Halifax City Council for adoption and finally to the Provincial Minister of Municipal Affairs, who must approve it as an amendment to the Municipal Development Plan. At each of these stages statutory requirements and City policy ensure that the process is advertised and the interested public is consulted. There are also provisions for appeal following Ministerial approval.

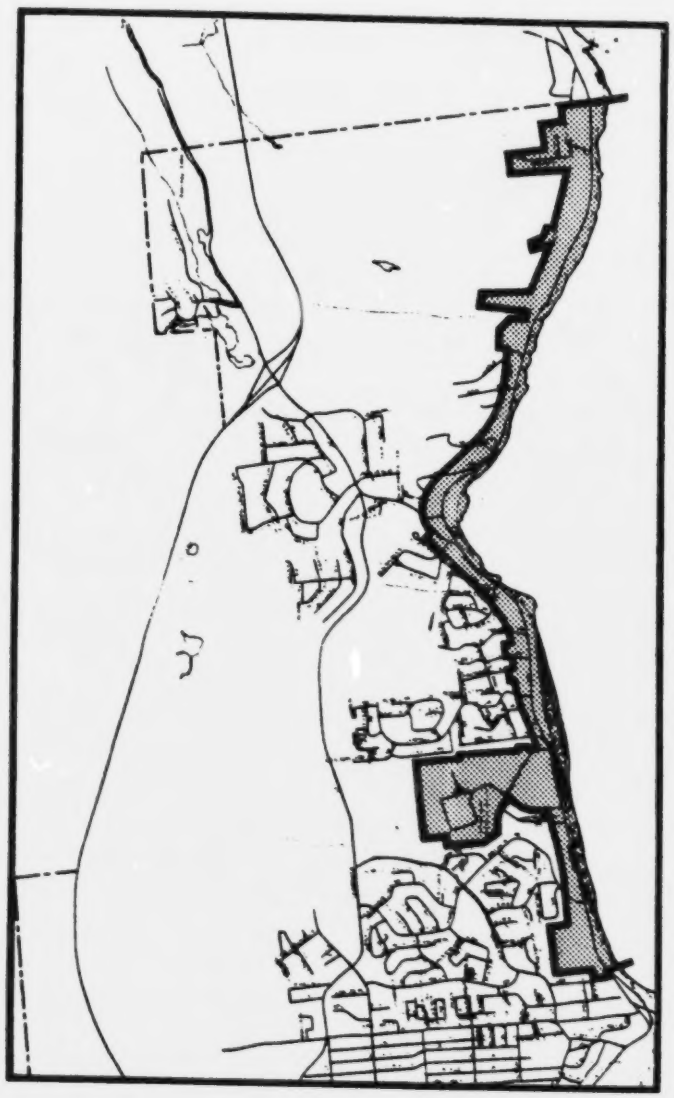
PART II

SECTION ____

BEDFORD HIGHWAY DETAILED AREA PLAN

CITY OF HALIFAX
MUNICIPAL DEVELOPMENT PLAN

Area Definition



For the purpose of this Municipal Development Plan, the Bedford Highway Area consists of all lands adjacent to the Bedford Highway north of Fairview Overpass to the City Limits bounded on the east by the Bedford Basin and on the west as shown on the above area map.

1. Residential Environments

Objective 1 The maintenance of stable residential neighbourhoods in and adjacent to the Bedford Highway Area, providing family and non-family housing accommodation.

Policy 1.1 The City shall encourage the retention and rehabilitation of existing structurally-sound housing units in order to maintain the stability of residential neighbourhoods.

Policy 1.2 The City shall ensure that new construction in residential neighbourhoods is compatible with the existing scale and architectural character of the area.

Policy 1.3 For the purposes of this Bedford Highway Plan, the City shall define "Residential Environments" as comprising three categories:

(i) low-density residential;
(ii) medium-density residential; and
(iii) high-density residential.

Policy 1.3.1 Areas shown as low-density on the Generalized Future Land Use Map of this Bedford Highway Plan shall be regarded as areas in which single-detached housing shall be permitted.

Policy 1.3.2 Areas shown as medium-density residential on the Generalized Future Land Use Map of this Bedford Highway Plan shall be regarded as areas in which the following forms of residential development shall be permitted:

(i) low-density residential development;
(ii) duplex housing;
(iii) buildings containing a maximum of four units; and
(iv) such other uses as are appropriate in medium-density residential areas.

Policy 1.3.3 Areas shown as high-density residential on the Generalized Future Land Use Map of this Bedford Highway Plan shall be regarded as areas in which the following forms of residential development shall be permitted:

(i) low-density residential development;
(ii) medium-density residential development;
(iii) attached housing;
(iv) stacked-attached housing; and
(v) apartment buildings.

2. Commercial Facilities

Objective 2 The provision of commercial facilities in appropriate locations on the Bedford Highway to serve adjacent neighbourhoods and highway uses.

Policy 2.1 For the purposes of this Bedford Highway Plan, the City shall define commercial facilities as comprising two categories:

(i) minor commercial; and
(ii) highway commercial.

Policy 2.2 Areas shown as minor commercial centres on the Generalized Future Land Use Map of this Bedford Highway Plan shall be regarded as medium-scale commercial areas within walking or easy vehicular distance of several neighbourhoods, offering a variety of retail goods, services, and activities to the surrounding communities.

Policy 2.2.1 In minor commercial centres, the City shall permit retail shops, personal services, offices, specified entertainment uses, institutions, restaurants including convenience restaurants, community centres, and residential uses.

Policy 2.2.2 In minor commercial centres in the Bedford Highway Area the City shall require sufficient parking to accommodate employees and customers.

Policy 2.3 Areas shown as highway commercial on the Generalized Future Land Use Map of this Bedford Highway Plan shall be regarded as areas where specified commercial uses serving highway users shall be permitted on properties having direct access to the Highway.

Policy 2.3.1 In areas designated highway commercial the City shall permit motels; motor vehicle repair shops; motor vehicle dealers; sales of trailers, prefabricated homes and similar goods; and minor commercial uses.

Policy 2.3.2 In highway commercial areas the City shall encourage development compatible with existing residential and commercial structures at a scale that will not substantially alter existing traffic flow.

Policy 2.3.3 Pursuant to Policy 2.3.2, City zoning regulations shall provide for:

(i) a maximum height;
(ii) minimum setback, side yard, and rear yard requirements;
(iii) maximium lot coverage; and
(iv) sufficient parking to accommodate employees and customers.

Policy 2.3.4 When considering land use control procedures to permit construction or expansion of highway commercial uses in the Bedford Highway Area, the City may limit the size and number of signs, establish requirements for landscaping, control architectural design, or impose other similar requirements to ensure that the development is aesthetically pleasing and in keeping with the character of Bedford Highway as a major scenic approach to the City.

Policy 2.3.5 Pursuant to Policy 2.3.4, the City shall investigate design guidelines and the means of implementing such guidelines for highway commercial areas in the Bedford Highway and elsewhere in the City.

Policy 2.3.6 In highway commercial areas the City shall require reduction and consolidation of access points to Bedford Highway.

3. Industrial

Objective 3 Encouragement of existing industrial uses at their present locations.

Policy 3.1 The City shall discourage further expansion of railway uses within the Bedford Highway area except on lands already used for railway purposes.

4. Institutional

Objective 4 Encouragement of existing institutional uses at their present locations.

Policy 4.1 The City shall encourage Mount St. Vincent University to develop within areas designated institutional on the generalized land use map of this Bedford Highway Plan.

5. Community Facilities

Objective 5 The provision of new recreation areas in appropriate locations, and the improvement of access to existing areas where necessary, particularly the Bedford Basin shoreline.

Policy 5.1 The City shall seek to preserve all areas of the Bedford Basin shore not required for railroad use as open space for public recreation purposes.

Policy 5.1.1. Pursuant to Section II, Policy 6.4.3 of the Municipal Development Plan the City shall seek to provide public access to the Bedford Basin shore. The City shall investigate, in particular, the feasibility of providing safe public access to Hogan's Point.

Policy 5.2 The City shall provide secondary access to Hemlock Ravine from Bedford Highway consistent with Policy 6.2 of this Bedford Highway Plan and with the concept plan for Hemlock Ravine.

6. Environment

Objective 6 — Protection of environmentally sensitive natural features, including the Bedford Basin shoreline.

Policy 6.1 — In considering all developments within the Bedford Highway area the City shall ensure that negative effects on the existing natural environment are minimized. In particular, the City shall have regard to preservation of the existing topography and, to the degree possible, of existing trees and natural foliage.

Policy 6.2 — Pursuant to Section II, Policy 6.3.2 of the Municipal Development Plan the City shall provide for convenient public access to Hemlock Ravine from the Bedford Highway to the degree compatible with preservation of the sensitive natural environment of that area.

Policy 6.3 — The City shall investigate methods of preserving the Bedford Basin shoreline in the vicinity of Hogan's Point.

7. Transportation

Objective 7.1 Recognition of the Bedford Highway as an important part of the regional transportation network and the need to provide for its safe, convenient use by automobile and public transit users, and pedestrians.

Policy 7.1 The City should seek to establish, in conjunction with the Province, a program to systematically upgrade, and where necessary, realign Bedford Highway in accordance with its function as a principal city street and provincial highway.

Policy 7.1.1 The City shall seek to provide side-walks in appropriate locations on the Bedford Highway as part of its upgrading program.

Policy 7.1.2 The City shall endeavor to consolidate vehicle access points to the Bedford Highway as part of its upgrading program.

Policy 7.1.3 In consolidating vehicle access points to the Bedford Highway, the City shall endeavour to apply the following standards:

(i) one access for each lot in areas designated for low- and medium-density residential uses.

(ii) two separate accesses for each lot in areas designated for high-density residential, minor commercial, highway commercial, institutional-university uses, and community facilities.

(iii) an access point should not be closer than 75 m (250 ft.) to another access point or street intersection.

(iv) continuous vehicle access along the frontage of a property, or along a substantial portion of that frontage, shall not be permitted.

Objective 7.2 Development of the Bedford Highway should avoid unnecessary disruption of existing residential and commercial areas.

Policy 7.2 The City should ensure that any widening and realigning of the Bedford Highway be designed so as to minimize any adverse impacts on adjacent property.

8. Environmental Health Services

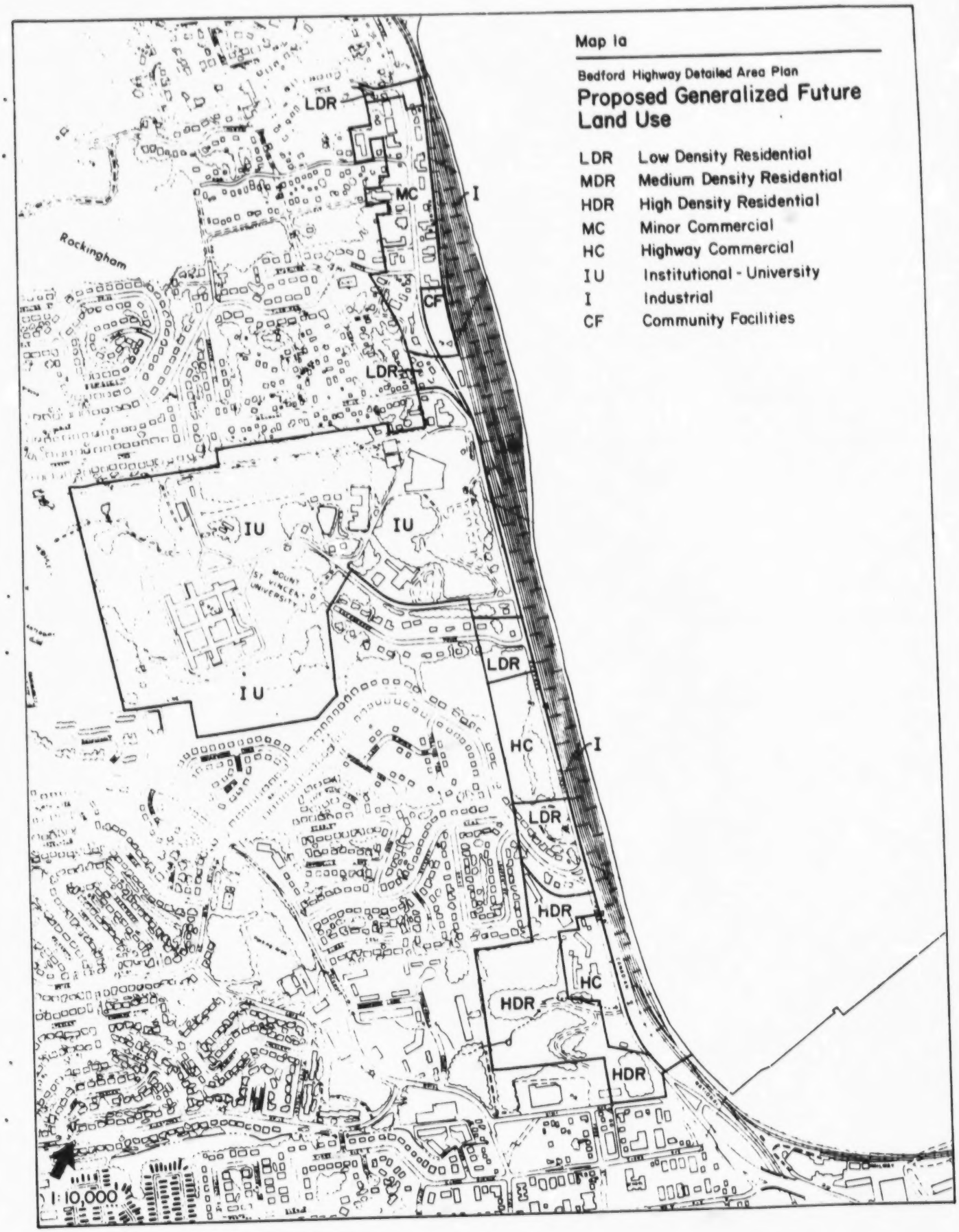
Objective 8 — Encouragement of development only where municipal water and sewer services are already available, or where the developer can afford to provide these services.

Policy 8.1 — When considering development applications in portions of the Bedford Highway area where municipal water and sewer services are not available, the City shall have regard to the preservation of water quality and prevention of sewer infiltration for existing land uses.

9. Generalized Future Land Use Map

Policy 9.1 The Generalized Future Land Use Map should be considered as the expression of intent of the City of Halifax for a future land use pattern based on the policies outlined in this Bedford Highway Plan.

Policy 9.2 The areas of future land use shown on the Generalized Future Land Use Map shall be determined primarily by the objectives and policies that correspond to the primary use shown. All other objectives and policies shall apply as appropriate, but shall be subordinate to the primary objectives and policies.


Map Ia
Bedford Highway Detailed Area Plan
Proposed Generalized Future Land Use
LDR Low Density Residential
MDR Medium Density Residential
HDR High Density Residential
MC Minor Commercial
HC Highway Commercial
IU Institutional - University
I Industrial
CF Community Facilities
Rockingham
LDR
MC
I
CF
LDR
IU
IU
MOUNT ST VINCENT UNIVERSITY
IU
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HC
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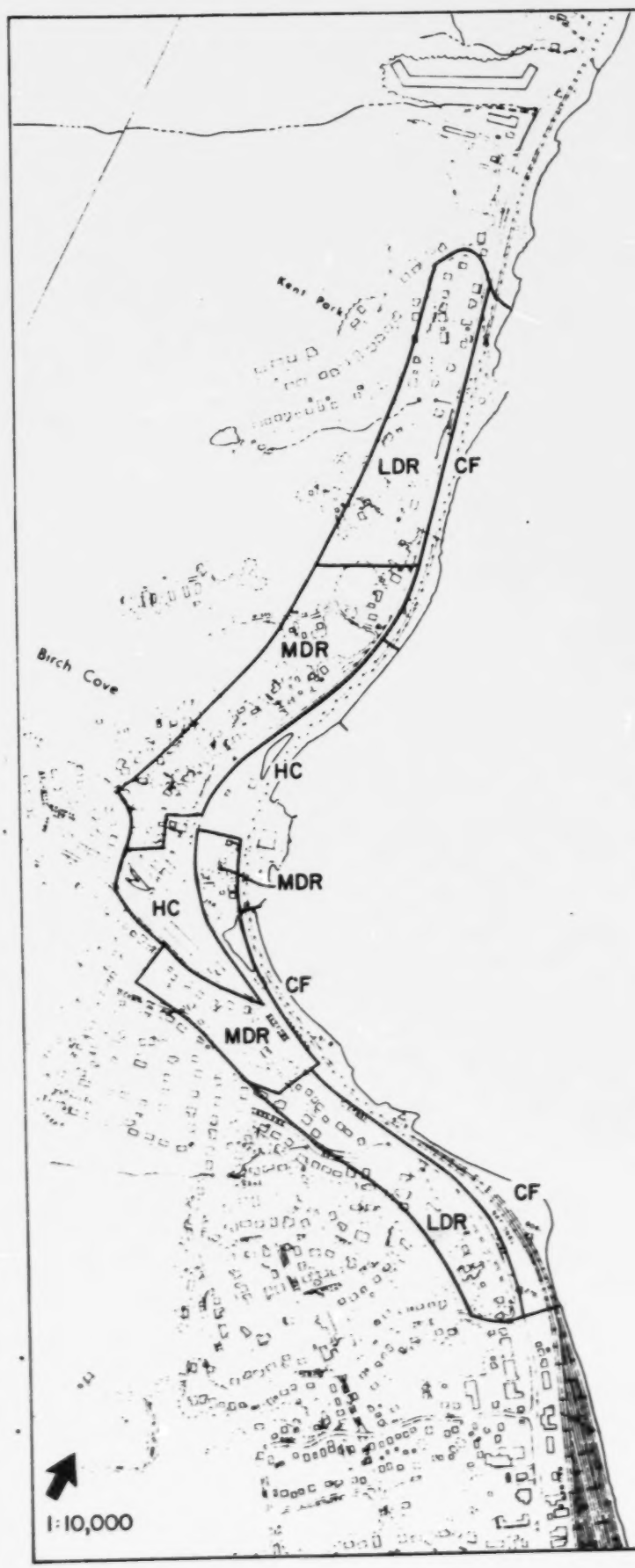
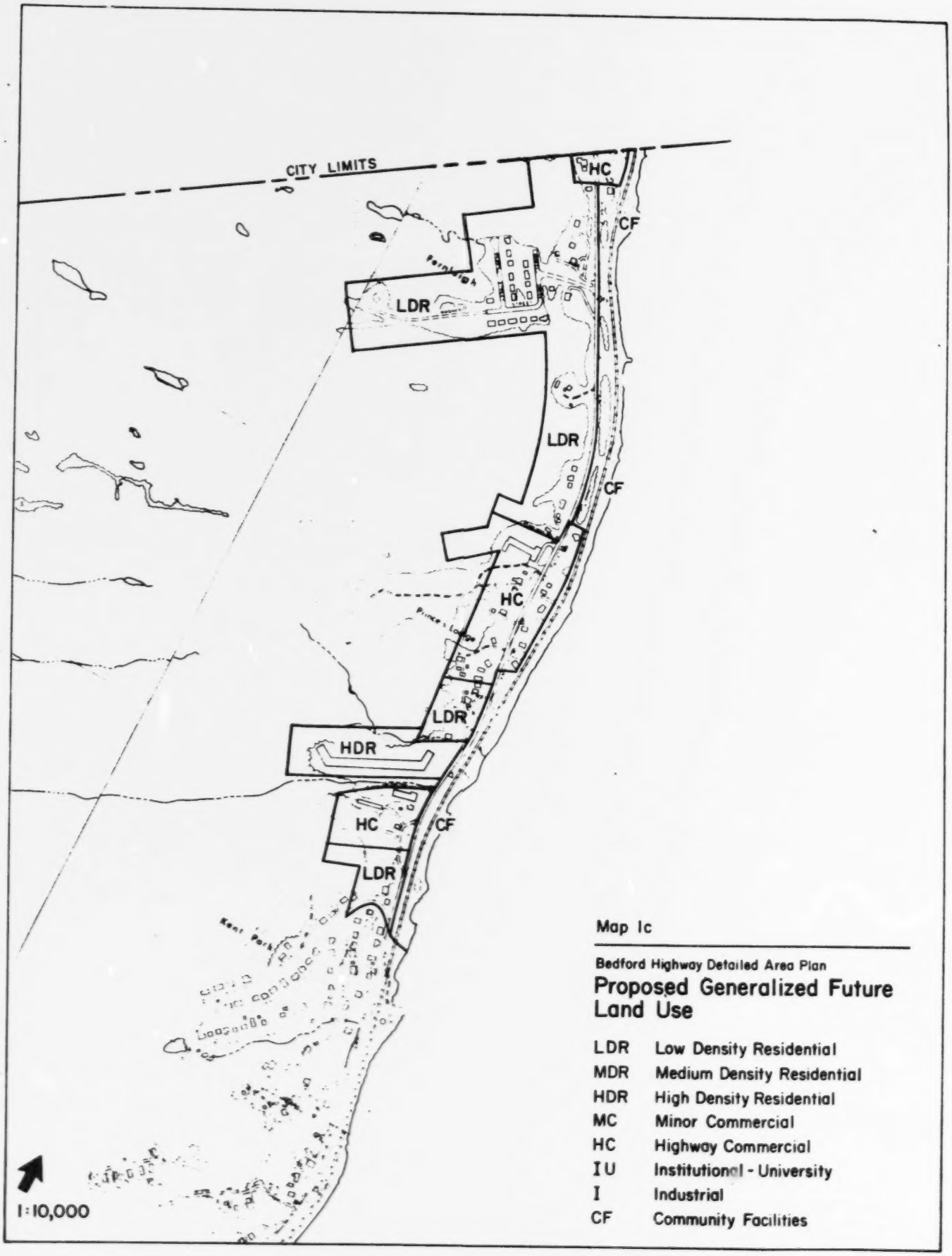


Map 1b

Bedford Highway Detailed Area Plan

Proposed Generalized Future Land Use

LDR	Low Density Residential
MDR	Medium Density Residential
HDR	High Density Residential
MC	Minor Commercial
HC	Highway Commercial
IU	Institutional - University
I	Industrial
CF	Community Facilities

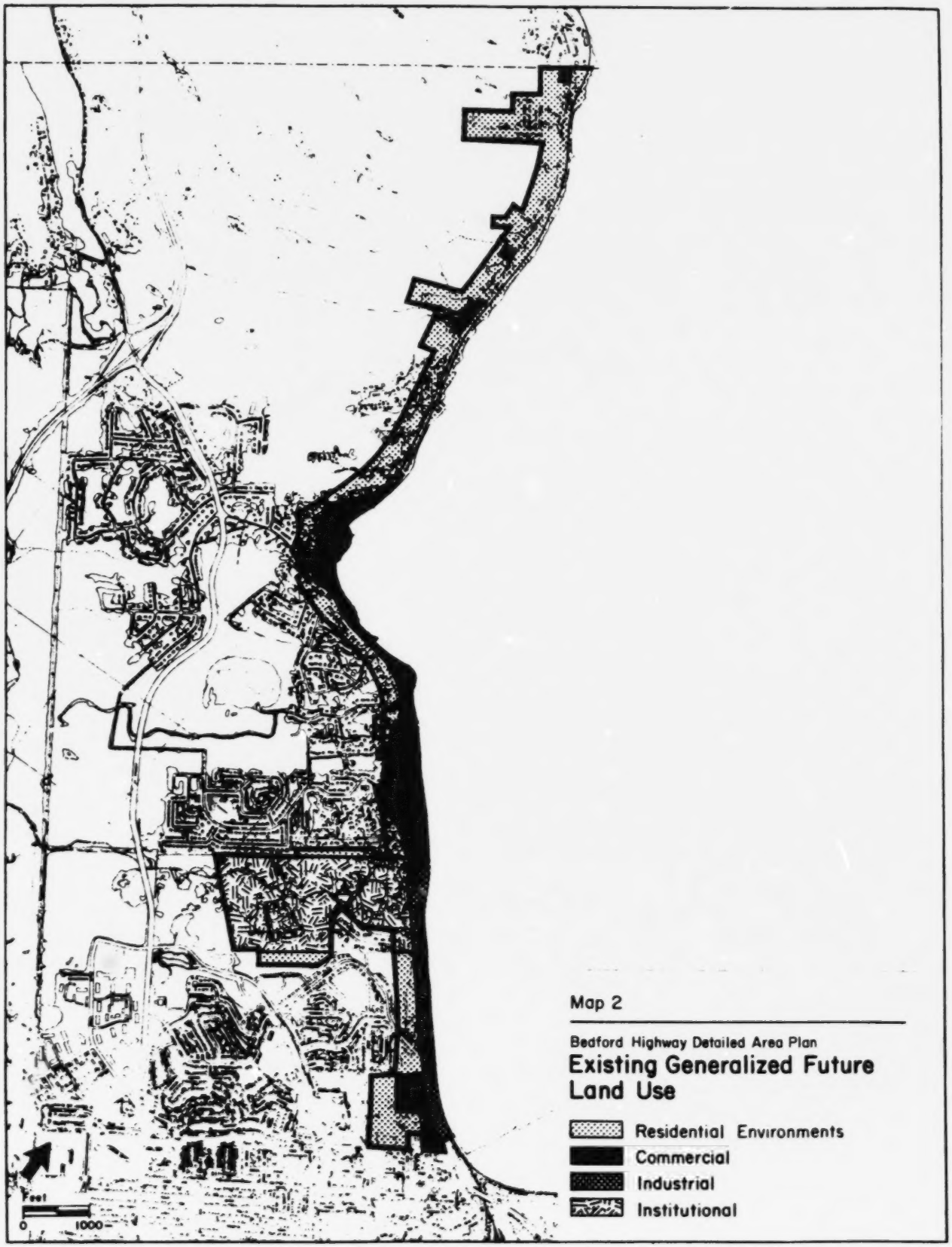


Map Ic

Bedford Highway Detailed Area Plan

Proposed Generalized Future Land Use

LDR	Low Density Residential
MDR	Medium Density Residential
HDR	High Density Residential
MC	Minor Commercial
HC	Highway Commercial
IU	Institutional - University
I	Industrial
CF	Community Facilities



Map 2

Bedford Highway Detailed Area Plan

Existing Generalized Future Land Use

- Residential Environments
- Commercial
- Industrial
- Institutional

PART III

PROPOSED ZONING

BYLAW AMENDMENTS

INTRODUCTION

The proposed Bedford Highway Detailed Area Plan is intended to provide policy guidance for the future development of the area. To ensure that there are the proper regulatory provisions to carry out the intent of these policies, changes to the existing Zoning Bylaw are required. The changes that are proposed include:

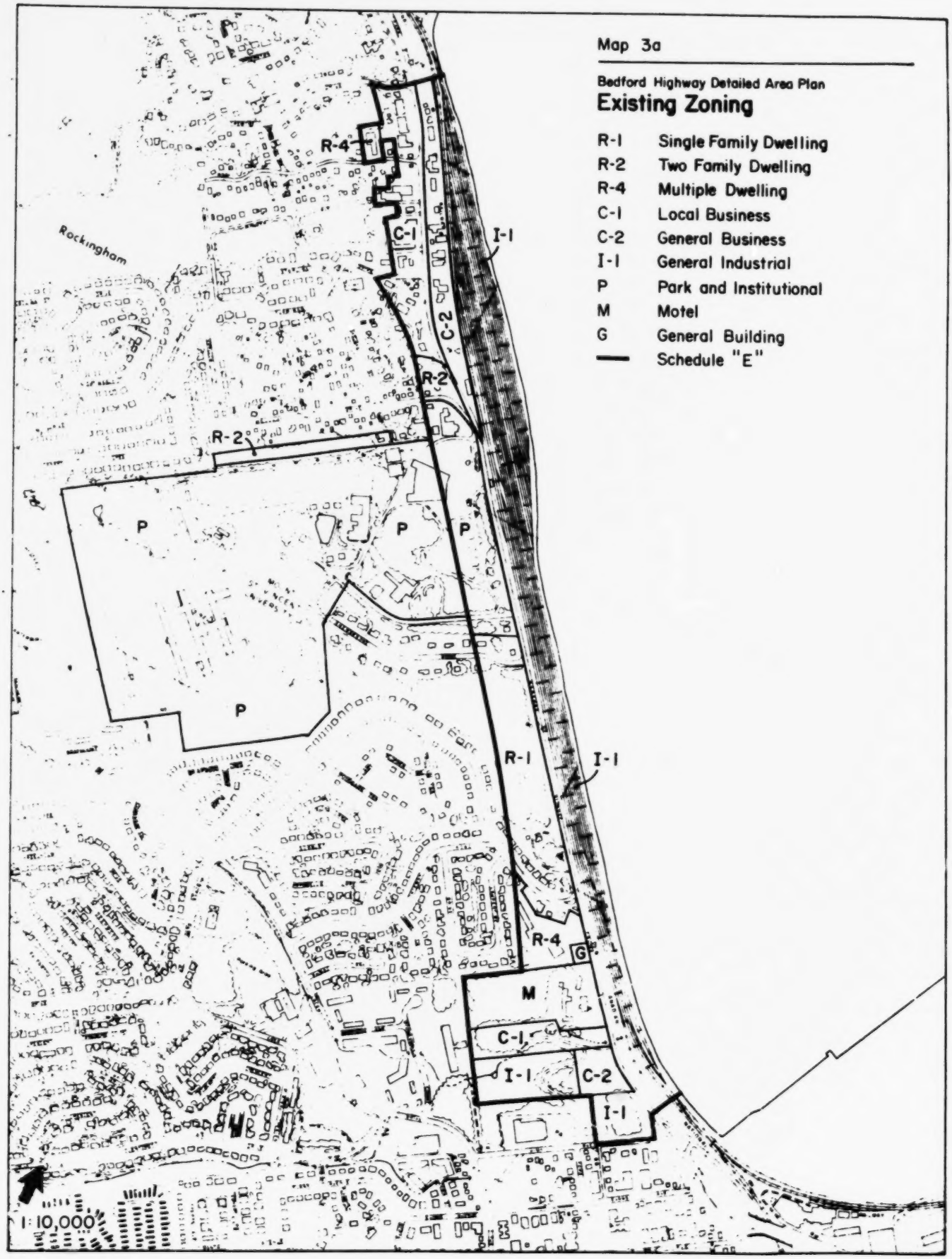
(i) changes to zoning designations in certain areas;

(ii) changes to certain regulations of particular zoning categories; and

(iii) the creation of entirely new zoning categories with suitable regulations.

Included in this section are both the existing and proposed zoning maps for the Bedford Highway. They provide the information concerning the changes to the zoning designations for certain areas.

This zoning summary will provide information concerning the proposed changes to regulations in a particular existing zoning category and the proposed regulations for new zoning categories. It is, however, only an outline of the requirements for each zone. Provisions will be rewritten in a more extended legal format for the eventual amendment of the City of Halifax Zoning Bylaw.


Map 3a
Bedford Highway Detailed Area Plan
Existing Zoning
R-1 Single Family Dwelling
R-2 Two Family Dwelling
R-4 Multiple Dwelling
C-1 Local Business
C-2 General Business
I-1 General Industrial
P Park and Institutional
M Motel
G General Building
Schedule "E"
Rockingham
R-4
C-1
I-1
C-2
R-2
R-2
P
P
P
P
R-1
I-1
R-4
G
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I-1
C-2
I-1
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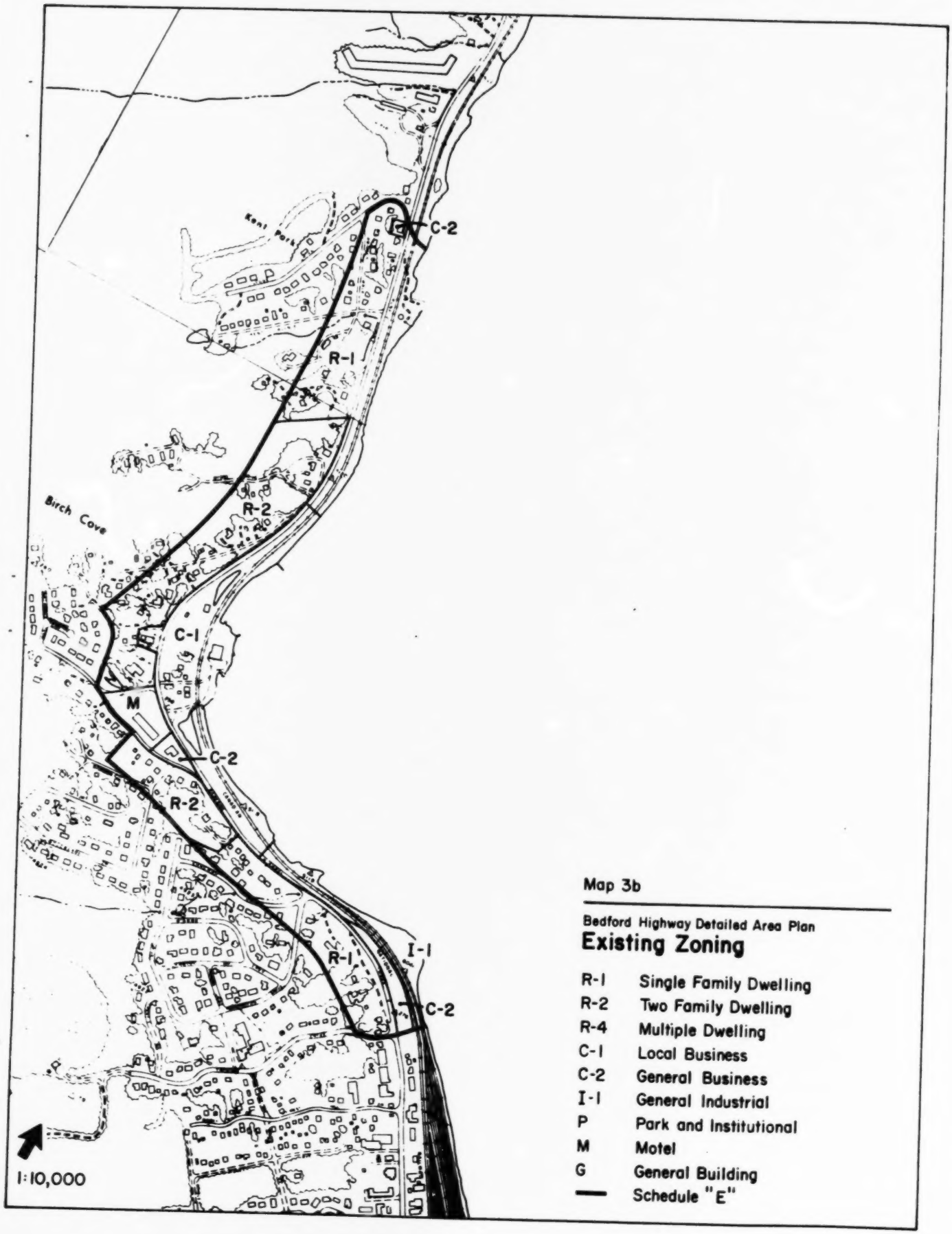
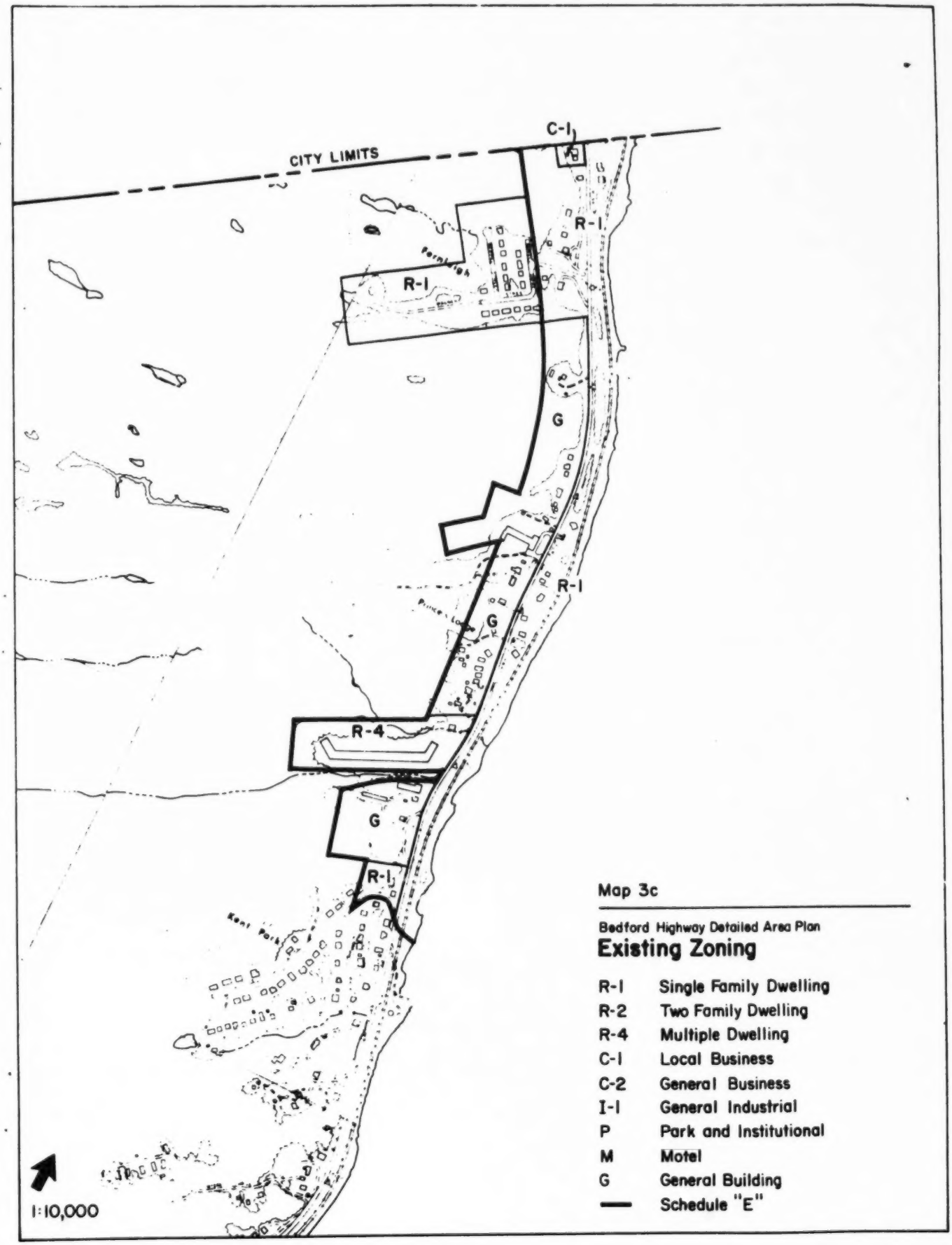


Map 3b

Bedford Highway Detailed Area Plan

Existing Zoning

R-1	Single Family Dwelling
R-2	Two Family Dwelling
R-4	Multiple Dwelling
C-1	Local Business
C-2	General Business
I-1	General Industrial
P	Park and Institutional
M	Motel
G	General Building
—	Schedule "E"



Map 3c

Bedford Highway Detailed Area Plan

Existing Zoning

R-1	Single Family Dwelling
R-2	Two Family Dwelling
R-4	Multiple Dwelling
C-1	Local Business
C-2	General Business
I-1	General Industrial
P	Park and Institutional
M	Motel
G	General Building
—	Schedule "E"

R-1 FIRST-DENSITY RESIDENTIAL

Permitted Uses	-	single-detached dwelling
	-	home occupation
	-	public park or playground
	-	special care home for not more than 10 persons including resident staff members
	-	church or church hall
	-	day nursery for not more than 25 children
	-	accessory uses
Height	-	maximum of 10.5 m (35 feet)
Lot Size	-	minimum of 370 m^2 (4000 square feet)
Lot Frontage	-	minimum of 12 m (40 feet) except where a lot faces the outside of a curve in the street, in which case the minimum may be reduced to 7.5 m (25 feet)
Lot Coverage	-	maximum of 40 percent
Side Yard	-	minimum of 1.2 m (4 feet)
Front Yard	-	minimum of 4.5 m (15 feet)
Rear Yard	-	minimum of 6 m (20 feet)
Parking	-	one parking space per dwelling unit

R-2 SECOND-DENSITY RESIDENTIAL

Permitted Uses	-	R-1 uses
	-	semi-detached or duplex dwelling
	-	building containing not more than four apartments
	-	day nursery for not more than 35 children.
Height	-	maximum of 10.5 m (35 feet)
Lot Size	-	minimum of 460 m^2 (5000 square feet) for semi-detached or duplex
	-	minimum of 555 m^2 (6000 square feet) for three or four unit apartment, or a day nursery for 26-35 children
Lot Frontage	-	minimum of 15 m (50 feet) for semi-detached or duplex

	-	minimum of 18 m (60 feet) for three or four unit apartment, or a day nursery for 26-35 children
Lot Coverage	-	maximum of 35 percent
Side Yard	-	minimum of 1.5 m (5 feet) for semi-detached or duplex
	-	minimum of 1.8 m (6 feet) for three or four unit apartment
	-	minimum of 2.4 m (8 feet) for a day nursery for 26-35 children
Front Yard	-	minimum of 4.5 m (15 feet)
Rear Yard	-	minimum of 6 m (20 feet)
Parking	-	one parking space per dwelling unit
Access	-	maximum of one access point per lot

R-2A SECOND-DENSITY RESIDENTIAL AND TOWN HOUSE (NEW ZONE)

Permitted Uses	-	R-1 and R-2 uses
	-	attached or stacked-attached dwellings
	-	apartment buildings of four storeys or less
	-	accessory uses
Height	-	maximum of 15 m (50 feet)
Lot Size	-	minimum of 165 m^2 (1750 square feet) per unit for attached or stacked-attached dwellings
	-	minimum of 555 m^2 (6000 square feet) four apartment buildings up to four storeys
Lot Frontage	-	minimum of 5.5 m (18 feet) per unit for attached or stacked-attached dwellings
	-	angle controls for apartment buildings up to four storeys
Lot Coverage	-	maximum of 50 percent
Side Yard	-	minimum of 2.4 m (8 feet) for end unit in attached or stacked-attached dwellings
	-	angle controls for apartment building up to four storeys
Front Yard	-	minimum of 4.5 m (15 feet) for attached or stacked-attached dwellings
	-	angle controls for apartments up to four storeys

Rear Yard	-	minimum of 6 m (20 feet) for attached or stacked-attached dwellings
	-	angle controls for apartments up to four storeys
Parking	-	one parking space per dwelling unit for attached or stacked-attached dwellings
	-	one parking space for every four or less bachelor or one-bedroom units, or for each dwelling unit of two or more bedrooms for apartment buildings up to four storeys.
Access	-	maximum of one access point per 75 m (250 feet) of frontage
	-	maximum of two separate access points per lot

R-3 THIRD-DENSITY RESIDENTIAL

Permitted Uses	-	R-1, R-2, and R-2A uses
	-	stacked-attached dwellings higher than 15 m (50 feet)
	-	commercial uses in apartment buildings (as set out in present Zoning Bylaw)
	-	accessory uses
Height	-	angle controls
Lot Size	-	minimum of 555 m^2 (6000 square feet)
Lot Frontage	-	minimum of 18 m (60 feet)
Lot Coverage	-	angle controls
Side Yard	-	angle controls
Front Yard	-	angle controls
Rear Yard	-	angle controls
Parking	-	one parking space for every unit of two or more bedrooms and for every four or less bachelor and one bedroom units
Open Space	-	as set out in present R-3 zone
Access	-	maximum of one access point per 75 m (250 feet) of frontage
	-	maximum of two separtate access points per lot

C-2A MINOR COMMERCIAL

Permitted Uses
- R-1, R-2 and C-1 uses
- retail store, excluding motor vehicle dealers and motor vehicle repair shops where such shops are not primarily engaged in providing service station facilities, and sales of trailers, prefabricated homes, and similar goods
- radio, television, electrical appliance repair shop
- watch and jewellery repair shop
- personal service store including shoe repair shop, barber and beauty shop, dry cleaner, funeral services and excepting adult entertainment uses and arcades
- office
- bowling alley
- motion picture theatre
- service station
- a bank or other financial institution
- restaurant
- community facilities
- accessory uses

Height - maximum of 10.5 m (35 feet)

Parking - three parking spaces per 100 m^2 (1000 square feet) of floor area for C-2A uses greater than 225 m^2 (2500 square feet)

Access
- maximum of one access point per 75 m (250 feet) of frontage
- maximum of two separate access points per lot

C-2B HIGHWAY COMMERCIAL (NEW ZONE)

Permitted Uses
- R-1, R-2, C-1, and C-2A uses
- motel
- motor vehicle dealer
- vehicle repair shop
- businesses engaged in the sale of trailers, prefabricated homes, and similar goods
- accessory uses

Height - maximum of 10.5 m (35 feet)

Lot Coverage - maximum of 65 percent

Side Yard - minimum of 4.5 m (15 feet) when abutting a residential zone

Front Yard - minimum of 6 m (20 feet)

Rear Yard - minimum of 6 m (20 feet)

Access - maximum of one access point per 75 m (250 feet) of frontage
- maximum of two separate access points per lot

I-1 GENERAL INDUSTRIAL ZONE

- requirements not altered from the existing Zoning Bylaw

U-2 HIGH-DENSITY UNIVERSITY

Permitted Uses - any university use
- accessory uses

Other Requirements - a 15 m (50 foot) setback when abutting areas zoned residential

Access - maximum of one access point per 75 m (250 feet) of frontage
- maximum of two separate access points per lot

P - PARK AND INSTITUTIONAL

- Requirements not altered from the existing Zoning Bylaw excepting the following requirements:

Access - maximum of one access point per 75 m (250 feet) of frontage
- maximum of two separate access points per lot

Map 4a
Bedford Highway Detailed Area Plan
Proposed Zoning
R-1 First Density Residential
R-2 Second Density Residential
R-2A Second Density Residential and Townhouses
R-3 Third Density Residential
C-2A Minor Commercial
C-2B Highway Commercial
U-2 High Density University
I-1 General Industrial
P Park and Institutional
Rockingham
MOUNT ST VINCENT UNIVERSITY
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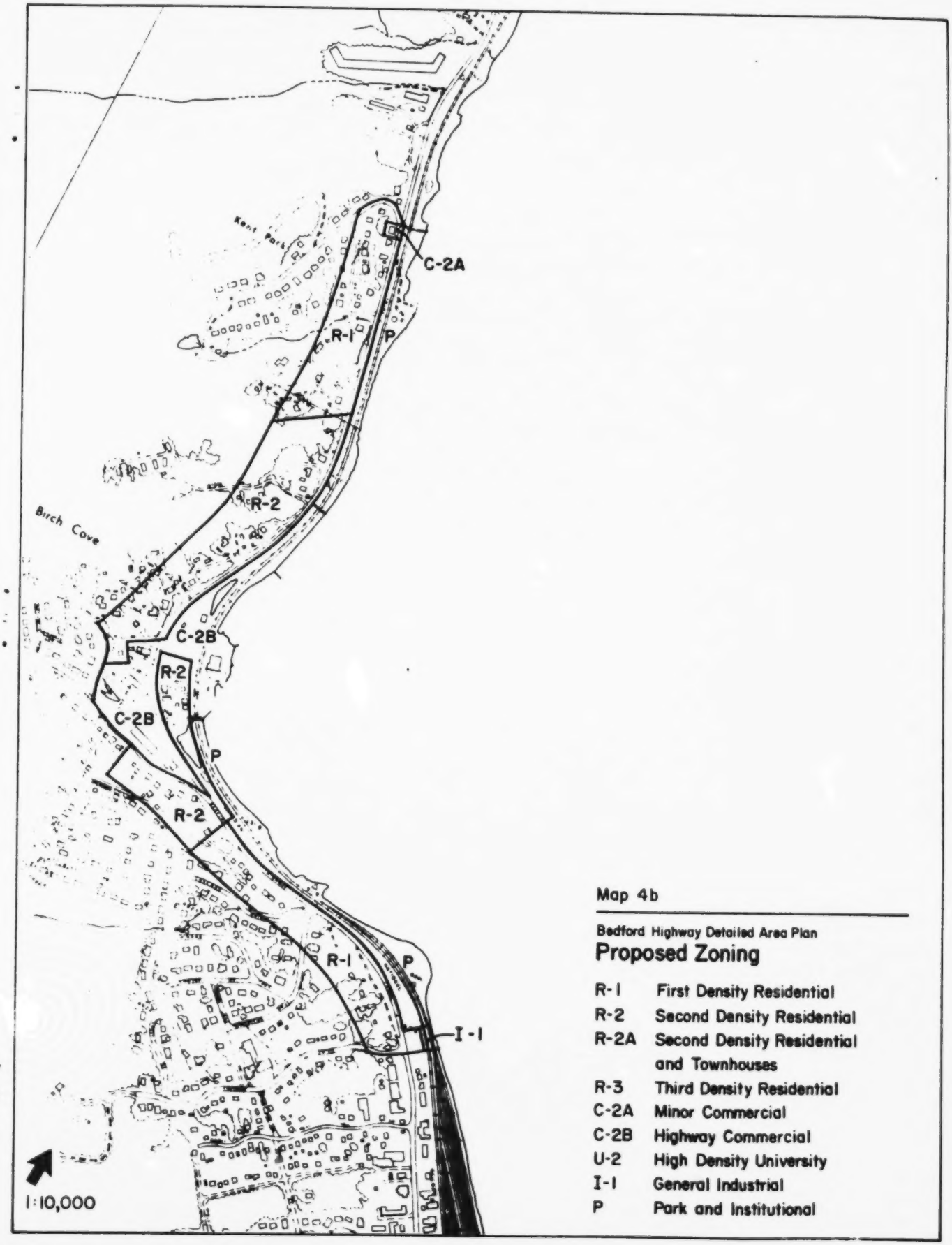
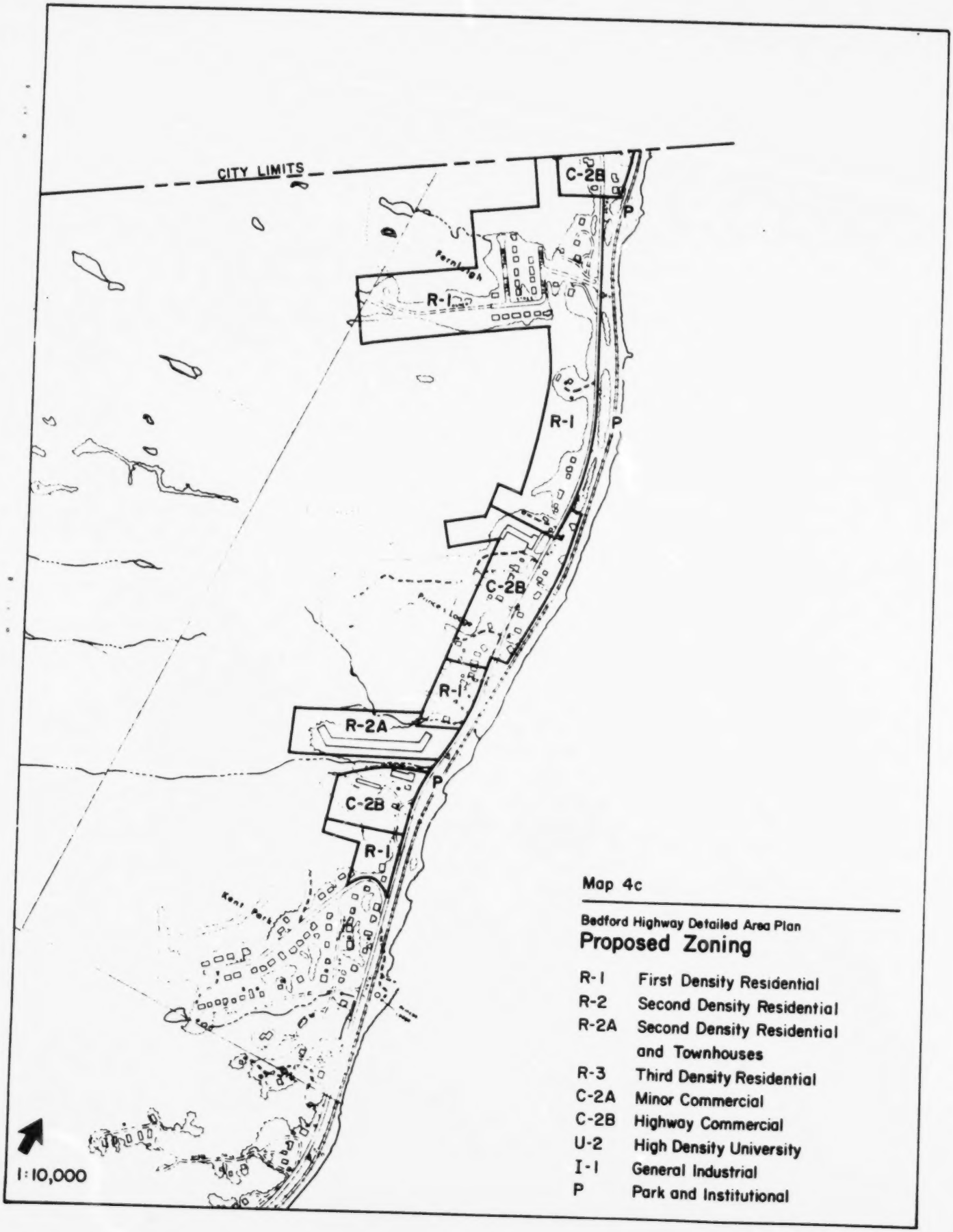


Map 4b

Bedford Highway Detailed Area Plan

Proposed Zoning

R-1	First Density Residential
R-2	Second Density Residential
R-2A	Second Density Residential and Townhouses
R-3	Third Density Residential
C-2A	Minor Commercial
C-2B	Highway Commercial
U-2	High Density University
I-1	General Industrial
P	Park and Institutional



Map 4c

Bedford Highway Detailed Area Plan

Proposed Zoning

R-1	First Density Residential
R-2	Second Density Residential
R-2A	Second Density Residential and Townhouses
R-3	Third Density Residential
C-2A	Minor Commercial
C-2B	Highway Commercial
U-2	High Density University
I-1	General Industrial
P	Park and Institutional

POOR

QUALITY

ORIGINAL